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Authoritative Announcement Of Conditions

NO ATTEMPT IS TO BE MADE TO PULL THE VESSEL OFF AS IT IS BELIEVED THAT THERE IS NOT ENOUGH HEAVY POWER AND TACKLE IN THE ISLAND WITH WHICH TO ACCOMPLISH IT—LATEST DEVELOPMENTS.

"We are making no effort whatever to pull the Manchuria off. We are following a definite plan which was cabled to us from the main office of the company. Our efforts now are simply to secure the vessel until the arrival of Captain Metcalf from San Francisco next week. We believe that there is no power or tackle obtainable in Honolulu that will enable the boat to be pulled off the reef, and for that reason she is being secured in her present position to await the arrival of the proper appliances.

"We are now putting out every effort to simply hold the ship in her present position and prevent her as much as possible from pounding on the reef. The statements that the vessels now over there have been ordered to pull on her are incorrect. They are simply helping to hold her in her present position. We have secured all of the heavy anchors and other appliances possible here and they are being placed now under the direction of Mr. Kiehn and Captain Smith."

The above is a positive statement of the policy that is being pursued with the vessel. It was given this morning

by E. B. McClanshan, the legal adviser of H. Hackfeld & Company, and W. Protenhauer, the managing director of the company.

The steamer J. A. Cummins departed this morning with four kedge anchors and all available lines for the scene of the wreck. Eight anchors ranging from 2,000 pounds to 4,000 pounds each are to be put on the port side of the vessel and she is to haul on them with her steam winches.

Two anchors were put down yesterday afternoon off the port stern of the vessel. One was secured with 200 fathoms of 4½-inch wire cable taken from the Restorer and the other anchors were secured by 20 fathoms of the same cable and 100 fathoms of 10-inch manila hawser from the Manchuria.

The revenue cutter Manning suddenly began to pull yesterday afternoon without any orders, and in fact, against the express wishes of Captain Saunders of the vessel. The result was that the 4½-inch wire cable that had been secured from the Restorer parted. The end on the cutter evidently slipped from around the bit.

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THE FIGHT OF THE FACTIONS

LANE SAID TO HAVE THREATENED TO HAVE JOHNSON DISCHARGED AS ROAD SUPERVISOR IF ABLE TO CONTROL THE NEXT BOARD OF SUPERVISORS—LUCAS WITH JOHNSON AND A LIVELY SCRAP FOR CONTROL IN SIGHT.

A victory of the Lane faction in the fight now going on within the Republican party means that Sam Johnson will have to retire as road supervisor. Lane is declared to have stated more than once lately that if he got control of the Board of Supervisors, which is what the various factions are after, Sam would have to go. It was partly the knowledge of this fact that led Sam into his attitude of declaring that Brown must choose between him and

Lane and couldn't be friends with both. The various leaders have been keeping very close tabs on one another. As was stated some months ago, the machines were composed of men who were each considerably impressed with the idea that most of the others would bear watching. Hence there have been few private councils by one element without spies from the rest at hand to re-

(Continued on Page Five).

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Walkover Boots and Oxfords in Patent or plain leathers, also nice assortment of Russia Calf (Tan) Oxfords, \$3.50, \$4.00.

A. E. Nettleton's Custom made shoes \$5.00, \$6.00 and \$7.00.

L. B. Kerr & Co., Ltd

METCALF SAILS ON VENTURA

(Associated Press Cable to The Star.)

SAN FRANCISCO, August 23.—Captain Metcalf and Captain Pillsbury who is representing the marine underwriters, sailed by the S. S. Ventura today for Honolulu to attempt to float the wrecked S. S. Manchuria which is ashore on the northern coast of Oahu.

Both are equipped with wrecking apparatus.

SOME REBEL SUCCESSES

HAVANA, August 23.—The rural guards have killed General Quentin Bandera, the famous negro leader of the rebels. The rebels have captured the city of San Juan de Martinez.

Chief of Detectives in San Francisco Dead

SAN FRANCISCO, August 23.—Captain Joseph Burnett chief of the detectives of the San Francisco police force died here today.

FLOODS EXPOSE BURIED CORPSES

KANSAS CITY, August 23.—Terrific rainstorms at this place have done much damage. Over two hundred bodies in the cemetery have been exposed.

SUFFERING INCREASED

VALPARAISO, August 23.—Rains at this place are increasing the hardships on the people here.

PALACE'S DAMAGES

SAN FRANCISCO, August 23.—The insurance on the Palace Hotel has been adjusted at the sum of \$1,302,510. It was decided that 8 per cent of the damage had been done by the earthquake and the remainder by the fire.

RESUMING WORK IN NUUANU DAM

CONTRACTOR WHITEHOUSE IS AFTER LABORERS NOW, TO RESUME CONSTRUCTION OF THE DAM ACCORDING TO THE PLANS OF EXPERT KELLOGG—CITIZEN LABOR LAW MAKES THE COST MUCH LARGER—KELLOGG UNDERESTIMATES.

Work on the Nuuanu dam on a large scale is to be resumed at once. Contractor Whitehouse and Superintendent Holloway had a long conference this morning on the dam, and in accordance with the decision to adopt the Kellogg plans, the contractor was instructed to go ahead with the work, on the new plans. Whitehouse is now the Kellogg plans for it at \$50,000 and it at the dam have been vacated since work was practically suspended pending the investigation by Kellogg.

Whitehouse is going to fill them again as soon as he can. Holloway said this morning that work would go ahead now as fast as possible. He denied that Engineer Howland had ever expressed himself

as intending to resign if Kellogg's plans were adopted, and said that he understood that Howland was prepared to go ahead with either plans. Howland was not in his office this morning, being engaged in wharf work and was not seen.

The estimate by Kellogg, that his changes in the plans would mean an additional cost of \$25,000, is regarded as much too small. Governor Carter in his letter to Holloway approving looking for laborers. The labor camps may even be more than this. The error of Kellogg was probably due, it is thought, to his lack of knowledge of the labor conditions here. The "citizen labor law" adds about fifty per cent, it is said, to the cost of such work as the Nuuanu dam building.

FAREWELL DANCE TO LOGAN.

A farewell dance will be given at the Seaside Hotel tomorrow to the ladies and officers of the transport Logan. A cordial invitation is extended to the passengers of the Manchuria. Every one always has the best of a time at the Seaside and a banner crowd may be expected. As usual the public will be more than welcome.

TIDAL WAVES.

The amount of excellent beer sold daily at the Criterion would make a respectable tidal wave in itself.

HOW IT IS DONE.

By handling large quantities of goods and by selling these goods at a very small margin of profit we are able to make prices on Japanese articles that cannot be duplicated in Honolulu. K. Yamamoto, wholesale merchant, Hotel near Nuuanu.

HOW THE MANCHURIA CROUNDED AS SHE DID

CLEAR EXPLANATION OF THE ACCIDENT MADE BY CAPTAIN SAUNDERS—SHE WAS OUT OF HER COURSE DUE TO A NORTHERLY OR WESTERLY CURRENT—WHY SHE GOUNDED HER ENTIRE LENGTH.

Captain Saunders the master of the S. S. Manchuria makes a very clear statement of the way in which his vessel grounded on Waimanalo reef last Monday morning. At noon on Sunday the vessel was steering a course south 41 points east. At 8 p. m. she changed to south 29 points. She kept this course until 4 a. m. of Monday. At 2 a. m. of Monday Captain Saunders went on the bridge and took command. At that time there was a very thick murky sky with frequent heavy rain squalls. At 3:45 a. m. land was sighted off the starboard bow. It was about 4 points off. Captain Saunders figured that the land was Makapuu Point. The vessel was then going at the rate of about 14 1-2 knots an hour.

Still keeping the same speed, her course was changed to south by one half a point east. It was 4 a. m. when this course was changed. Saunders figured that the dim outline of the land was that of Makapuu Point and that by taking the course he did, he would stand out into the Mookai Channel, clear Koko Head and pick up Diamond Head light within a short time. As a matter of fact the course that he did take instead of taking him away from the land bore the vessel toward the Waimanalo shore reef at an angle of about 45 degrees as he had seen Mokuia Island.

Suddenly at 4:07 a. m. Saunders saw Rabbit Island looking high and big close off the port bow. He ordered the wheel put hard starboard, thinking

to turn to port and get into the open sea again. He did not at first realize where he was. But he saw that there was not room enough nor time enough in which to turn, so he ordered the engines almost immediately to go full speed astern.

By putting the wheel over to starboard the vessel was brought to nearly a parallel position with the shore and before she could be checked, she had slipped her full length on the reef. Had she gone on with engines full speed astern, at an angle, she would not have gone so far on the reef and would not be in such a hopeless position as she is at the present time. It is a fortunate thing that Captain Saunders did not persist in trying to turn his vessel when he saw Rabbit Island. Had she rammed her nose on to the rocks there going full speed, she might have gone down with all souls aboard. Everybody was asleep at the time of the accident, and there would have been but little chance of saving them.

The most striking feature about the explanation of the accident is that Captain Saunders shoulders the entire blame. He says that he was from three to four miles off his course, and a northern or a westerly current must have set him over past Makapuu Point.

The only word of complaint he has uttered about the entire affair was "if there had been a lighthouse on that point or on Rabbit Island, this awful accident would never have happened."

"HARMONY" NOW THE WORD

REPUBLICANS FIGURING ON TRYING TO PATCH UP THEIR MACHINE—FIFTH DISTRICT, AS REPRESENTED BY LANE, MAY COME OFF THE PERCH A BIT—LUCAS AND SAM HAVE A TALK OVER SITUATION.

Harmony is beginning to be the Republican talk now. The row of the factions is going too far to suit some of the leaders, and as a first step towards harmony it is said that the Fifth District demands, as voiced by Lane, may be moderated.

Lane and Supervisor Lucas had quite a lengthy conference this afternoon.

Lucas wanted to know from Lane if he thought the Fifth District, with 125 votes out of 295 in the convention, was going to run the whole show. Lane deprecated this way of putting the proposition and hoped for harmony.

It is believed that there will now be a general effort to "get together" and patch up the machine.

FRESH WATER FOR MANCHURIA

The S. S. Manchuria is getting fresh water from shore. She took some from the scow Pioneer and is also having water sent out in demijohns from shore. The water is to be used for drinking purposes and for the boilers. Captain Saunders stated yesterday that the water supply before yesterday that the water supply would be the only problem that he would have to consider in the way of

providing for his crew aboard the vessel.

All of the sea cocks on the port side of the vessel are now reported to be choked with sand. The vessel can however pump out her tanks.

The revenue cutter Daniel Manning returning this afternoon shortly before 3 o'clock from the Manchuria. She came back for coal and some supplies. She may return to the vessel.

Tender, juicy steaks are the rule, not the exception at the Star Oyster House.

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